Chapter 4.0

PROJECT ALTERNATIVES

CHAPTER 4.0 – PROJECT ALTERNATIVES

4.1 Rationale for Alternative Selection

Section 15126.6(a) of the State CEQA Guidelines requires the discussion of "a range of reasonable alternatives to the project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid, or substantially lessen, any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

Section 15126.6(f) also states that "the range of alternatives in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." The State CEQA Guidelines provide several factors that should be considered in regard to the feasibility of an alternative; those factors include: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the Project Applicant can reasonably acquire, control or otherwise have access to the alternative site (if an off-site alternative is evaluated).

Pursuant to Section 15126.6(f), the alternatives discussed in this chapter were selected on the basis of their ability to reduce or eliminate the significant impacts associated with the proposed project while meeting most of its basic objectives. With respect to the basic objectives of the project, alternatives were considered which met the following project objectives:

- Provide a regional commercial development, in accordance with the EOMSP land use plan;
- Provide a retail center in an area where it could service a bi-national (United States and Mexico) consumer base, and where there would be an adequate consumer demand for a regional commercial center;
- Provide employment opportunities in the area to promote the overall jobs/housing balance in the southern area of San Diego County; and
- Attain reasonable return on investment for the property owner.

With respect to their ability to reduce or eliminate significant environmental impacts, alternatives were considered which reduced or avoided the following environmental impacts associated with the proposed project:

- Aesthetics (Direct);
- Air Quality (Direct and Cumulative);
- Biological Resources (Direct, Indirect and Cumulative);
- Cultural Resources (Direct);
- Climate Change (Cumulative);
- Paleontological Resources (Direct); and
- Traffic (Direct and Cumulative).

The alternatives discussion focuses on five project alternatives. In accordance with Section 15126.6(e) of the State CEQA Guidelines, there are two potential scenarios for the No Project

Alternative. One possibility is that the project site would remain vacant, and never be developed. This scenario is referred to as the No Build Alternative. However, in light of the fact that the property is planned for development, and is located in a growing area, the No Build alternative is considered highly unlikely. As a result, a no project alternative is considered which explores the most likely use of the property in the event the proposed project is not approved. Given the fact that the land use designations on the site allow for technology uses, the potential effects of developing the property with technology uses are considered. This alternative is referred to as the Technology Business Park Alternative. In addition to these two "no project" alternatives, a Reduced Retail Alternative is evaluated which examines the potential effects of reducing the amount of square footage associated with the proposed commercial center. A Reduced Sign Height Alternative is considered to reduce the impact of proposed pylon signs on the local aesthetics. Lastly, an alternative location for the proposed project is considered.

4.2 No Project: No Build Alternative

4.2.1 Alternative Description and Setting

Under this alternative, the site would not be developed and would remain vacant. The site would continue to consist of non-native grassland and disturbed areas, as described under Section 1.4.2.

4.2.2 Comparison of the Effects of the No Build Alternative to the Proposed Project

Aesthetics (Direct)

As this alternative would not include the commercial signage, no impacts would occur with respect to aesthetics. Thus, this alternative would avoid the significant aesthetics impact of the project.

This alternative would not achieve any of the project goals, as it would not construct a regional commercial center, would not generate jobs, and would not attain a reasonable rate of return.

Air Quality (Direct and Cumulative)

The No Build Alternative would involve no construction or development. As a result, no construction- or operation-related air quality impacts would occur. No direct impacts would occur from construction dust or equipment emissions. Similarly, no long-term emissions would be created that would contribute to a cumulatively significant air quality impact. Overall, the No Build Alternative would result in no air quality impacts, and would avoid all the air quality impacts associated with the proposed project.

Biological Resources (Direct, Indirect and Cumulative)

The No Build Alternative would have no impact on biological resources, as no construction or development would occur. This alternative would avoid all impacts to biological resources associated with the proposed project.

Cultural Resources (Direct)

The No Build Alternative would not impact potential buried cultural resources, as no construction or development would occur. This alternative would avoid all potential impacts to cultural resources associated with the proposed project.

Climate Change (Cumulative)

The No Build Alternative would involve no construction or development. As a result, no construction- or operation-related GHG emissions would occur. Thus, this alternative would avoid the cumulatively significant climate change impact of the proposed project.

Paleontological Resources (Direct)

The No Build Alternative would have no impact on paleontological resources, as no grading or excavation would occur. This alternative would avoid all potential impacts to paleontological resources associated with the proposed project.

Traffic (Direct and Cumulative)

The No Build Alternative would have no impact to traffic, as no development would occur and no traffic would be generated. This alternative would avoid all potential impacts to traffic associated with the proposed project.

4.3 No Project: Technology Business Park Alternative

4.3.1 Alternative Description and Setting

Under this alternative, the site would be developed as a Technology Business Park. The EOMSP land use designation for the property is currently "Technology Business Park". Although the proposed project would take advantage of the commercial overlay provision of the EOMSP which allows the proposed retail center, the site could be developed as a technology business, park. This designation is intended for development of manufacturing operations and business offices that research, develop and produce advanced technologies, such as defense and space technologies, communication, computer and internet, audio/visual, pharmaceutical and medical products.

Traditionally, technology business parks are comprised of a series of buildings which range between one and two stories. Based on this characteristic and the 0.4 floor area ratio allocated to the site by the EOMSP, it is assumed that a business park use would not exceed 500,000 SF. Access points to the surrounding street system would be similar to that of the proposed project. Since pylon signs of the height proposed by the project are not typical for technology business park developments, it is assumed that this alternative would not include pylon signs over 45 feet in height or more that 1,300 SF of surface area. As with the proposed project, the footprint of the Technology Business Park alternative would encompass the entire site.

4.3.2 Comparison of the Effects of the Business Technology Park Alternative to the Proposed Project

Aesthetics (Direct)

The Business Technology Park Alternative would eliminate the aesthetics impact associated with the proposed project by eliminating the need for major pylon signs for advertising.

Air Quality (Direct and Cumulative)

As with the proposed project, grading and construction of a technology park would generate significant dust and construction equipment emissions. While traffic generated by a technology business park would also result in a cumulatively significant contribution to air quality impacts with the San Diego Air Basin, the long-term emission contribution would be less than the proposed project due to the anticipated reduction in the amount of automobile trips associated with a technology business park.

Biological Resources (Direct, Indirect and Cumulative)

The impacts of the Technology Business Park Alternative on biological resources would be expected to be essentially the same as the proposed project. As with the proposed project, construction of a business park would impact the entire site. Impacts to non-native grassland (raptor foraging), eight sensitive animal species (grasshopper sparrow, turkey vulture, northern harrier, white-tailed kite, California horned lark, prairie falcon, loggerhead shrike, and common barn owl), and indirect construction noise impacts would be considered significant. As with the proposed project, the loss of grassland would be cumulatively significant.

Climate Change (Cumulative)

As with the proposed project, the technology park would generate GHG emissions. While the GHG emissions would be reduced relative to the proposed project, they would still be potentially significant unless additional energy conservation measures are included in the future development. Thus, the climate change impact could be cumulatively significant as with the proposed project.

Cultural Resources (Direct)

The potential impacts of the Technology Business Park Alternative on cultural resources would be expected to be the same as the proposed project as the disturbance area would be the same as the proposed project. Therefore, this alternative has the same risk of potentially impacting unknown subsurface cultural resources as the proposed project. This potential impact is considered significant.

Paleontological Resources (Direct)

The impacts of the Technology Business Park Alternative on paleontological resources would be the same as the proposed project. Development of a business park would have the same impact area as the proposed project. Therefore, this alternative would have the same risk of potentially impacting subsurface paleontological resources as the proposed project. This potential impact is considered significant.

Traffic (Direct and Cumulative)

The Technology Business Park Alternative would reduce traffic impacts relative to the proposed project. Specifically, this alternative would reduce trips to approximately 3,550 ADT. While this reduction would not avoid significant, direct project impacts or significant, cumulative impacts, it would result in a proportionate reduction in these impacts.

The Technology Business Park Alternative would not achieve the primary objective of creating a regional shopping center to serve the needs of the community. While it would lessen the impact of developing the site on local roadways and intersections, these facilities would continue to operate at an unacceptable level of service. Additionally, as development of a business park would impact the same area as the proposed project, it would not reduce impacts related to biological, cultural or paleontological resources. Climate change impacts could also still be significant if measures to reduce greenhouse gas emissions are not completed. The significant aesthetics impact would be avoided under this alternative due to the elimination of the pylon signs.

4.4 Reduced Retail Alternative

4.4.1 Alternative Description and Setting

The primary purpose of this alternative would be to substantially reduce project impacts related to traffic by reducing the number of square feet of retail space. Total avoidance of significant traffic impacts is not considered feasible because, based on analysis provided by the traffic engineer, the trips generated by the proposed project would have to be reduced to 500 ADT to avoid significant traffic impacts related to the proposed project. Using the acreage basis for estimating trip generation used for the proposed project, the commercial development footprint would have to be limited to 0.7 acres to stay under 500 ADT. A development footprint of this size would be expected to yield no more than 8,000 SF of commercial uses which would represent a 98 percent reduction with respect to the proposed project. Thus, an alternative that avoids traffic impacts would not meet the basic project objective to create a regional shopping center to serve Otay Mesa.

In light of the inability of an alternative to avoid traffic impacts, an alternative was selected which reduces the square footage by approximately 30 percent to evaluate the potential environmental benefits of reducing the size of the project. In addition to reducing the square footage of development, the Reduced Retail Alternative would also serve to reduce the disturbance area.

The Reduced Retail Alternative assumes that the shopping center would be anchored by a Target store, but that it would not include the three majors and one sub-major store included in the proposed project (Figure 4-1, Reduced Retail Alternative). The remaining retail development would consist of the same type of shops and restaurants assumed to be associated with the proposed project. With these assumptions, the Reduced Retail Alternative would consist of around 200,000 SF rather than the 325,502 SF included in the proposed project.

For the sake of evaluating the physical impacts of the Reduced Retail Alternative, the following analysis assumes that the development footprint would be smaller than the proposed project. The project engineer has estimated that the reduced square footage could reduce the size of the development footprint by approximately 25 percent (seven acres). In order to maximize the benefit of the smaller footprint on biological resources, it is assumed that the development footprint would be moved to the south. Given the length of the northern property line (1,330 feet), the development footprint would be generally located 200-300 feet south of the north property line. Although the magnitude of the northerly retaining wall included in the proposed project would likely be substantially reduced by moving the development area to the south, some amount of retaining wall is assumed to be constructed in order to maximize the undisturbed area to the north.

In order to avoid the impact from the proposed pylon sign in the southwest corner of the proposed shopping center, the height of this sign would be reduced to 55 feet and include no more than that 1,300 SF of surface area.

4.4.2 Comparison of the Effects of the Reduced Retail Alternative to the Proposed Project

Aesthetics (Direct)

The Reduced Retail Alternative would eliminate the aesthetics impact associated with the proposed project by reducing the southwestern pylon sign to 55 feet, and no more than 1,300 SF of surface area, which would be compatible with existing and proposed signage in the surrounding area.

Air Quality (Direct and Cumulative)

As with the proposed project, grading and construction of a reduced commercial center would generate significant dust and construction equipment emissions. While traffic generated by a reduced center would also result in a cumulatively significant contribution to air quality impacts with the San Diego Air Basin, the long-term emission contribution would be less than the proposed project due to the anticipated reduction in the amount of automobile trips associated with the reduced square footage. Thus, this alternative would have less of an impact on air quality from mobile source emissions related to VOCs and PM_{10} relative to the proposed project.

Biological Resources (Direct, Indirect and Cumulative)

The impacts of the Reduced Retail Alternative on non-native grassland and the associated wildlife value would be less than the proposed project due to the preservation of an estimated seven acres of non-native grassland. However, the benefit of preserving this non-native grassland would be minimized by its narrow width, and the expected development of the property to the north. Development of the property to the north would render the on-site, non-native grassland an isolated island of habitat which would be too small to provide valuable wildlife habitat. As indicated above, the width of the grassland would be expected to vary between 200 and 300 feet. While the impact on non-native grassland and associated habitat would be significant with the Reduced Retail Alternative, the impact would be reduced by approximately 30 percent in comparison with the proposed project. As with the proposed project, the loss of grassland would be cumulatively significant.

Climate Change (Cumulative)

The Reduced Project Alternative would reduce GHG emissions relative to the project. The decrease in GHG emissions would be roughly proportionate to the reduction in development. While the GHG emissions would be reduced relative to the proposed project, they would still be potentially significant unless additional energy conservation measures are included in the future development. Thus, the climate change impact could be significant as with the proposed project.

Cultural Resources (Direct)

The impacts of the Reduced Retail Alternative on cultural resources would be potentially significant as with the proposed project. While the impact on buried archaeological resources would be significant with the Reduced Retail Alternative, the impact would be reduced by approximately 30 percent in comparison with the proposed project due to the smaller development footprint.

Paleontological Resources (Direct)

The impacts of the Reduced Retail Alternative on paleontological resources would be potentially significant as with the proposed project. While the impact on buried paleontological resources would be significant with the Reduced Retail Alternative, the impact would be reduced by approximately 30 percent in comparison with the proposed project due to the smaller development footprint.

Traffic (Direct and Cumulative)

The Reduced Retail Alternative would reduce traffic impacts relative to the proposed project. Specifically, this alternative would reduce trips to approximately 14,700 ADT. While this reduction would not avoid significant, direct project impacts or significant cumulative impacts, it would result in a proportionate reduction in these impacts.

The Reduced Retail Alternative would not achieve the objective of the EOMSP and Project Applicant of creating a shopping center to meet the needs of East Otay Mesa and surrounding communities, as well as Mexico by providing an appropriate range of retail goods and services. This alternative would eliminate four Majors and a Sub-major tenant, which would lead to the center not being economically viable and too small to meet the needs of the surrounding populations. Thus, this alternative has been considered but rejected.

4.5 Reduced Sign Height Alternative

In order to avoid the significant aesthetics impact of the sign in the southwest corner of the proposed project, this alternative would reduce the height of this sign from 65 to 55 feet; the total surface area of the sign would be 1,300 SF (See Figure 4-2). These sign dimensions are considered acceptable because of the existence of comparable retail center signage in the area. Three examples of comparable signage occur at the following locations:

- Eastlake Terraces on SR-125: 57 feet high with 1,540 SF;
- Chula Vista Crossings on I-805: 54 feet high with 1,160 SF; and
- Eastlake Village Marketplace on SR-125: 44 feet high and 880 SF.

In addition, the smokestacks located to the southeast of the project site reach a height of 60 feet.

The rest of the development aspects would be unchanged from the proposed project.

4.5.1 Comparison of the Effects of the Reduced Sign Height Alternative to the Proposed Project

Aesthetics (Direct)

The reduction in the height and square footage of the sign in the southwest corner would be sufficient to eliminate the significant impact of the proposed project on the aesthetics of the surrounding area. Unlike the 65-foot sign, signs approaching 55 feet already occur in the area along SR-125 and I-805. Thus, the alternative sign would not be out of character with the surrounding area.

Air Quality (Direct and Cumulative)

As the number of automobile trips would be the same as the proposed project, the Reduced Sign Height Alternative would not reduce cumulative impacts related to VOCs and PM_{10} relative to the proposed project. In addition, construction would be expected to generate similar levels of dust and equipment emissions. Thus, as with the proposed project, the Reduced Sign Height Alternative would result in significant direct and cumulative air quality impacts.

Biological Resources (Direct, Indirect and Cumulative)

As the site and impact area of the Reduced Sign Height Alternative would be unchanged in comparison with the proposed project, impacts to biological resources would be the same.

Therefore, biological resource impacts would be expected to be significant, and similar to that of the proposed project.

Climate Change (Cumulative)

As the proposed uses and structures would be the same as the proposed project, the Reduced Sign Height Alternative would not reduce cumulative climate change impacts relative to the proposed project. Thus, as with the proposed project, the Reduced Sign Height Alternative would result in significant cumulative climate change impacts.

Cultural Resources (Direct)

As the site and impact area of the Reduced Sign Height Alternative would remain the same as the project, potential impacts to cultural resources would also remain the same. Therefore, as with the proposed project, cultural resource impacts would be expected to be potentially significant with the Reduced Sign Height Alternative.

Paleontological Resources (Direct)

As the site and impact area of the Reduced Sign Height Alternative would remain the same as the project, potential impacts to paleontological resources would also remain the same. Therefore, as with the proposed project, paleontological resource impacts would be significant with the Reduced Sign Height Alternative.

Traffic (Direct and Cumulative)

As the amount of commercial development and access would be the same as the proposed project, this alternative would generate the same amount of traffic on the same roadways. Thus, traffic impacts of the Reduced Sign Height Alternative would be significant as with the proposed project.

The Reduced Sign Height Alternative would have the same environmental impacts as the proposed project with the exception of the aesthetics impact. Construction of a commercial facility with the same footprint as the proposed project on the same site would result in the same traffic, climate change, air quality, biological resource, cultural resource, and paleontological resource impacts. The Reduced Sign Height Alternative would, however, eliminate the aesthetics impact related to signage. This alternative was rejected by the applicant because it would not provide sufficient visibility from the SR-905/SR-125 interchange to provide adequate advertising. Estimates made by the applicant indicate that only the upper 35 feet of the southwest sign would be visible from the SR-125 overpass. Not only would this result in less visibility for some of the stores advertised on the sign, the net height would not achieve the effective height of 45 feet that would be allowed by the County Zoning Ordinance if the freeway were at the same elevation as the base of the sign. Reduced visibility would result in less effective advertising for future stores which would proportionately reduce patronage typically generated by pylon signs advertising similar-sized shopping centers in the region.

4.6 Alternate Project Site

In accordance with State CEQA Guidelines Section 15126.6(f)(2), an alternate project site should be considered if development of another site is feasible, and if development of another site would avoid or substantially lessen significant impacts of the proposed project. Factors that may be considered when identifying an alternative site location include the size of the site, its location, the General Plan land use designation, and availability of infrastructure. State CEQA Guidelines Section 15126.6(f)(2)(A) states that a key question in looking at an off-site alternative is "whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location."

Sites outside of the East Otay Mesa area were not considered as viable alternatives because a basic objective of the project is to provide retail services to customers within the U.S. and Mexico. Areas outside the EOMSP that were close enough to service the EOMSP area were also considered; however, no sites of the appropriate size, zoning and infrastructure connections were located. Two alternative project locations were identified within the EOMSP that are designated for commercial use. The first is one of the other ownerships within the 40-acre commercial overlay within which the proposed project is located. The second is a site located to the northeast of the Otay Mesa Road and Alta Road intersection, within Subarea 2 of the EOMSP. Due to the fact that development of a shopping center on surrounding property within the commercial overlay would not substantially reduce impacts, the alternate project siting analysis is focused on the 79-acre area, approximately 1.5 miles to the east of the project site in the northeast corner of the intersection of Otay Mesa Road and Alta Road. In order to be visible to the highest number of viewers, the alternative 29.6 gross-acre site was chosen at the corner of the Otay Mesa Road and Alta Road intersection within the 79-acre area considered (Figure 4-3, *Alternate Project Site*). In the absence of signage concerns relative to the SR-125/I-805 interchange, it is assumed that pylon signs would not have to exceed a height of 55 feet and surface area of 1,300 SF.

4.6.1 Comparison of the Effects of the Alternate Project Site to the Proposed Project

Aesthetics (Direct)

As this alternate site would not require sign heights over 55 feet and large surface area, it would eliminate the aesthetics impact associated with the proposed project.

Air Quality (Direct and Cumulative)

As the number of automobile trips would be essentially the same as the proposed project, the Alternate Project Site Alternative would not reduce cumulative impacts related to VOCs and PM_{10} relative to the proposed project. In addition, construction would be expected to generate similar levels of dust and equipment emissions. Thus, as with the proposed project, development of the project at an alternate site would result in significant, direct, short-term impacts.

Biological Resources (Direct, Indirect and Cumulative)

The alternate project site contains non-native grassland and disturbed habitat. Due to the similar habitat onsite and location within the Otay Mesa area, it is expected that this site would support plant and animal species similar to that of the proposed project. Therefore, biological resource impacts would be expected to be significant, and similar to that of the proposed project.

Climate Change (Cumulative)

As the project uses and structures would be essentially the same as the proposed project, the Alternate Project Site Alternative would not reduce cumulative climate change impacts relative to the proposed project. Thus, as with the proposed project, development of the project at an alternate site would result in significant cumulative climate change impacts.

Cultural Resources (Direct)

According to the EOMSP EIR, the alternate project site is within an "Area Not Surveyed" for cultural resources. Because the site is located within the East Otay Mesa area, and this area is known to contain potentially significant cultural resources, it is assumed that the Alternative Project Location project would have a potentially significant impact to cultural resources. Thus, as with the proposed project, development of the alternative location could have a significant impact on cultural resources.

Paleontological Resources (Direct)

According to the EOMSP EIR, the alternate project site is underlain by Otay Formation and alluvium. Otay Formation has a high paleontological sensitivity rating, as this formation has been known to yield significant fossils. Alluvium has a low resource sensitivity, and is unlikely to produce any fossil remains. As with the proposed project, the Alternative Project Site Alternative would have a potentially significant impact to paleontological resources.

Traffic (Direct and Cumulative)

As a regional shopping center of similar size to the proposed project would be developed on the alternate project site, this alternative would generate a comparable amount of traffic. However, the disassociation of the shopping center from SR-125 and SR-905 would create a greater impact on Otay Mesa Road, east of SR-125. This segment would provide a primary access route to traffic from the west. However, regional traffic could also choose to utilize SR-11 once it links the border with the SR-125/905 interchange. Thus, traffic impacts would be comparable to the proposed project.

With the exception of aesthetics, the Alternate Project Site Alternative would not substantially reduce environmental impacts. Construction of a commercial facility similar to the proposed project on the alternative site would generate a similar amount of traffic on essentially the same roadways. Therefore, traffic, climate change and air quality impacts are anticipated to be the same as the proposed project. In addition, the alternate site would not reduce the impacts of the

proposed project on biological, cultural or paleontological resources because the alternate location consists of the same habitat, underlying geology, and potential for buried cultural resources. Overall, this alterative would have impacts similar to the proposed project.

4.7 Environmentally Superior Alternative

Based on the previous discussion of alternatives, the No Build Alternative is considered the environmentally superior alternative because it would avoid all of the impacts of the project. Refer to Table 4-1 for a comparison of the project impacts with the impacts of the alternatives. Per CEQA Guidelines Section 15126.6(e)(2), the EIR shall identify another environmentally superior project out of the remaining alternatives if the No Build Alternative is selected as the environmentally superior project. The Reduced Retail Alternative was chosen as the secondary environmentally superior alternative because it would reduce impacts relative to the proposed project and still meet the basic goals of the project. It is noted, however, that, with the exception of the aesthetics impact related to the proposed signage, this alternative is not likely to substantially reduce significant impacts associated with the proposed project.

Table 4-1
COMPARISON OF ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT WITH PROJECT ALTERNATIVES
(DIRECT/CUMULATIVE)

Environmental Issue	Proposed Project	No Project: No Build Alternative	No Project: Technology Business Park Alternative	Reduced Retail Alternative	Reduced Sign Height Alternative	Alternate Project Site Alternative
Aesthetics	SM/LS	LS/LS	LS/LS	LS/LS	LS/LS	LS/LS
Air Quality	SU/SU	LS/LS	SU (-)/SU(-)	SU(-)/SU(-)	SU(=)/SU(=)	SU/SU
Biological Resources	SM/SM	LS/LS	SM(=)/SM(=)	SM(-)/SM(=)	SM(=)/SM(=)	SM(=)/SM(=)
Climate Change	LS/SM	LS/LS	LS/SM(-)	LS/SM(-)	LS(=)/SM(=)	LS/SM(=)
Cultural Resources	SM/LS	LS/LS	SM(=)/LS	SM(-)/LS	SM(=)/LS(=)	SM(=)/LS
Paleontological Resources	SM/LS	LS/LS	SM(=)/LS	SM(-)/LS	SM(=)/LS(=)	SM(=)/LS
Transportation/Circulation	SU[1]/SU[1]	LS/LS	SU[1](-)/SU[1](-)	SU[1](-)/SU[1]	SU[1](=)/SU[1](=)	SU[1](-)/SU[1](-)

LS: Less than Significant
SM: Significant but mitigable
SU: Significant and unmitigable
+: Impact severity increase.
-: Impact severity decrease

[1] Traffic impact is considered significant not mitigated since implementation of some of needed roadway improvements require approval of another agency and, thus, may be infeasible to complete.

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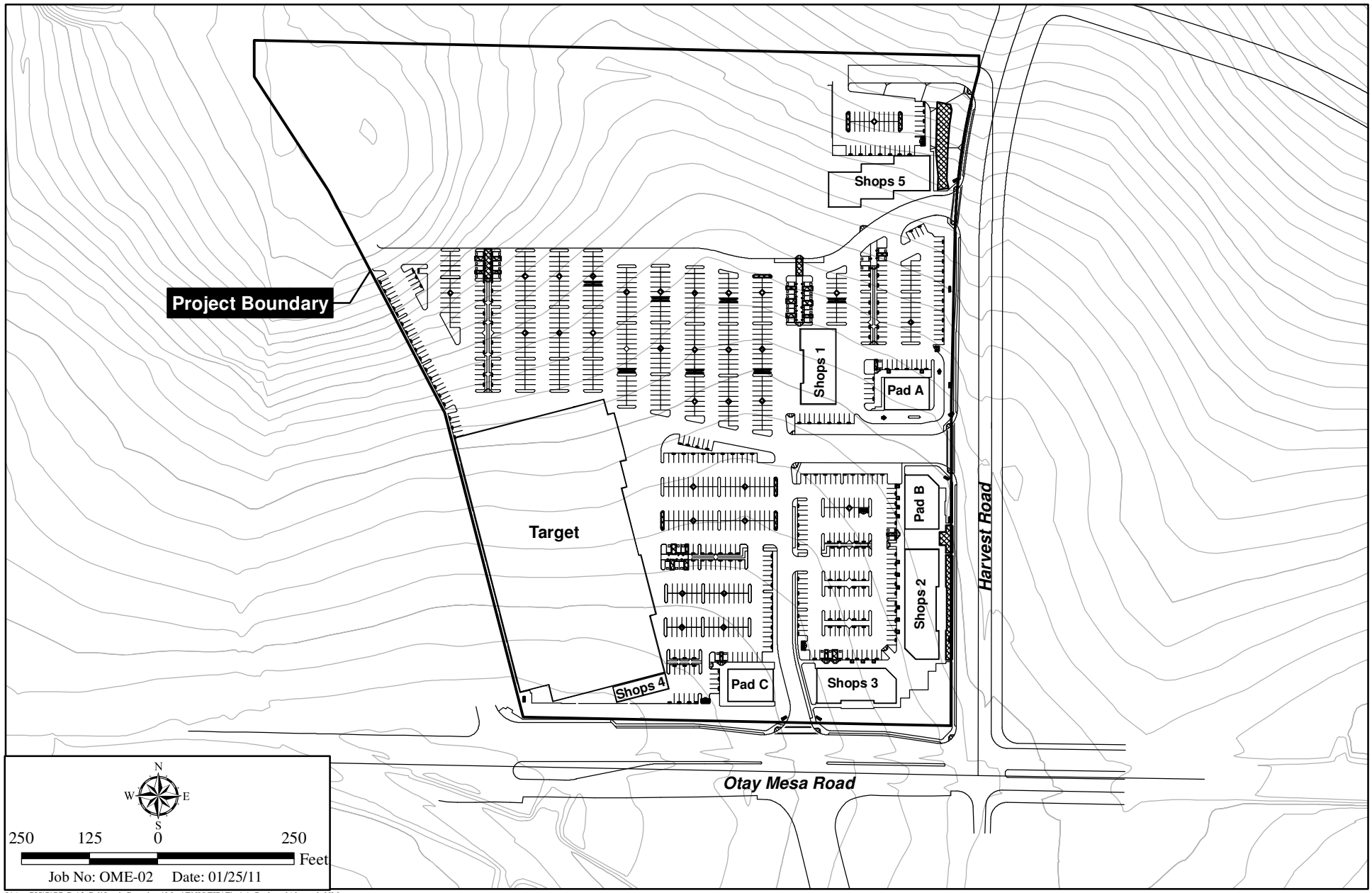

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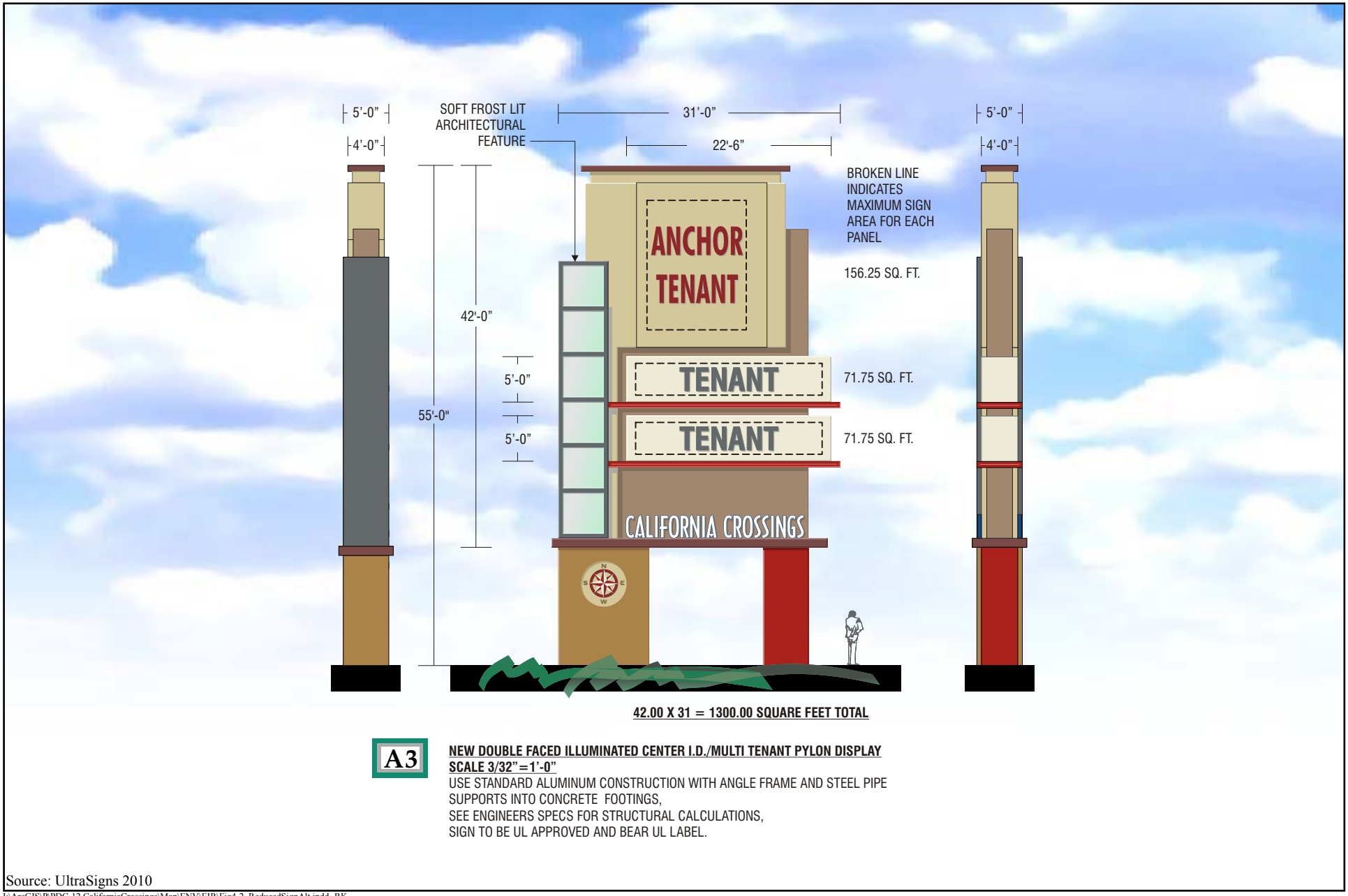
Reduced Retail Alternative

CALIFORNIA CROSSINGS

HELIX Environmental Planning

Figure 4-1



Source: UltraSigns 2010

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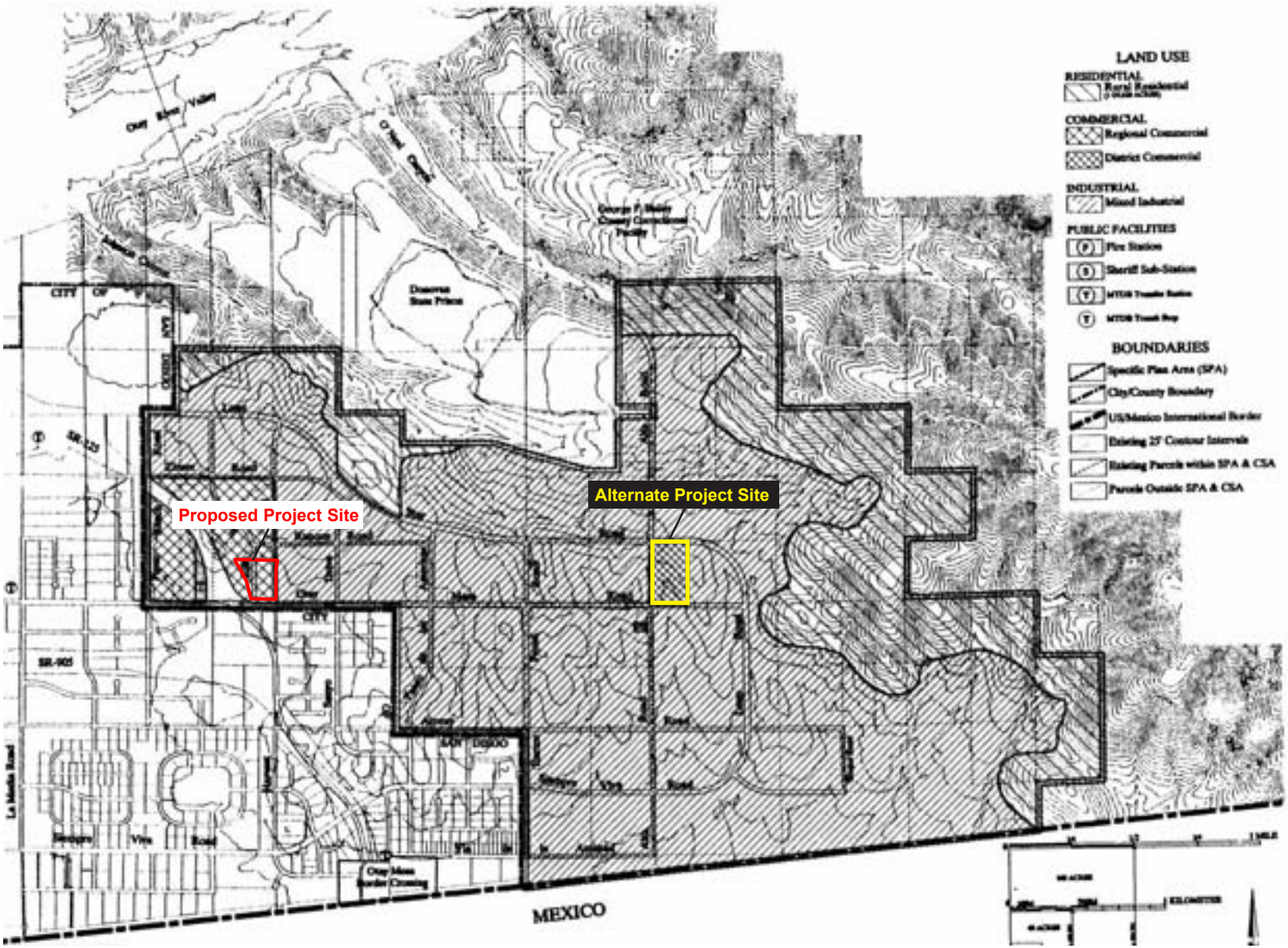
Reduced Sign Height Alternative

CALIFORNIA CROSSINGS

Figure 4-2

HELIX Environmental Planning



Source: EOMSP Subarea 2, June 2002

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Alternate Project Site

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Figure 4-3